



This document includes Section 13.0 – CB M Class: Vessels with Spark Ignition Outboards Less than 30 Feet in Length and Utility Boats, of the Draft EPA Report “Surface Vessel Bilgewater/Oil Water Separator Characterization Analysis Report” published in August 2003. The reference number is: EPA-842-D-06-017

DRAFT
Characterization Analysis Report
Surface Vessel Bilgewater/Oil Water
Separator

Section 13.0 – CB M Class: Vessels with Spark Ignition
Outboards Less than 30 Feet in Length and Utility Boats

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SECTION 13.0 – CB-M CLASS

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13.0 CB-M CLASS

The United States Coast Guard outboard powered medium cutter boat (CB-M) is the representative class selected for the group of Armed Forces boats less than 30 feet in length with SI Outboard Engines. The CB-M, together with the rest of the outboard powered RIB classes (e.g., CB-S, RIBB, RIBM, RIBL and many utility boats) make-up the largest number of vessels within the group. The naval architecture terminology used to describe general vessel characteristics are further defined in the “Naval Architecture Guide for Modeling Purposes” (Navy, 2001a). General vessel characteristics under full load condition for CB-M Class are provided below.

General Vessel Characteristics (Navy, 2001a):

| | |
|---------------------------|------|
| Draft (ft): | 2 |
| Length at waterline (ft): | 17 |
| Beam at waterline (ft): | 7 |
| Weight (pounds): | 1300 |

This group consists of more than 1,400 boats powered by SI outboard engines distributed among more than 90 vessel classes. With the exception of one 31-ft Air Force utility boat (U 31) and one 34-ft Coast Guard Aids to Navigation Boat (ANB(X) 34) that is at the end of its service life, all vessels in this vessel group are 30 ft or less in length. For more information about the vessel group and the selection of the representative vessel class, see the *Vessel Grouping and Representative Vessel Class Selection for Surface Vessel Bilgewater/Oil-Water Separator Discharge* (Navy and EPA, 2001a). Vessels in this group receive fluids in the bilge from rain and green water that drain from the weather deck, and condensation that forms on the interior of the hull. The main sources of constituents in the discharge are fuel drips that may occur while refueling onboard fuel tanks. Boats in this vessel group lack auxiliary machinery with lubricated components that could contribute oily constituents to the discharge. To a limited extent, lubricants from steering and throttle cables may contribute grease and oil to the discharge.

The following marine pollution control devices (MPCDs) passed the screening process, described in the *Marine Pollution Control Device Screen Criteria Guidance* (Navy and EPA, 2000b), and were determined to be viable options in the feasibility analysis for the vessel group (see the *Feasibility Impact Analysis Report Surface Vessel Bilgewater*, hereafter referred to as the Bilgewater FIAR) (Navy and EPA, 2002b)

- Collection, Holding, and Transfer (CHT) (Navy and EPA, 2001c)
- *In situ* Biological Treatment (Navy and EPA, 2001d)
- Oil Absorbing Socks (Navy and EPA, 2001e)

As determined in the Bilgewater FIAR, the CHT option is a feasible MPCD for this vessel group and is presently being practiced by vessels in this group. Application of this MPCD option involves shore-side treatment of collected bilgewater at an properly permitted facility, and as a result there is no direct discharge to the receiving waters. As a result, for the CB-M Vessel group, the need for further characterization was considered to be superfluous.